YOUNG GRISCOM LOST AT SEA.

NO ONE SAW HIM GO OVERBOARD FROM THE MINNETONKA.

Friends of Young Philadelphian Think That Failure in American Colleges Unsettled His Mind-Read Telstol's 'Resurrection' Much on Fatal Voyage.

Andrew M. Griscom of Philadelphia. whose disappearance was reported to the police of this city more than a month ago, ii or jumped overboard from the steamer Minnetonka of the Atlantic Transport line ast Sunday when she was about 600 miles from Sandy Hook on her trip from London to this port. His body was not recovered.

Young Griscom was 22 years old. He was the son of William Griscom, a wealthy Philadelphian, and a nephew of Clement A. Griscom, formerly of the International Navigation Company. He vanished on Feb. 8, and a few days afterward his father asked the police of this city and his home town to look for him. He was last seen at the office of the Reading Hardware Company at 96 Reade street this city, where e turned up apparently ill and without an overcoat and asked for money enough to get to Philadelphia. His father is a stockholder in the concern and as soon as he could be reached by telegraph the money was given to the young man.

An employee of the company was sent to the Cortlandt street ferry with him, but after the railroad ticket was bought Griscom changed his mind and said he would not go home. He boarded a West street car and the man with him lost track of him. Before leaving he declined to go back to the store to get enough money to buy an overcoat, saying he did not need the garment, although the weather was very severe. On Feb. 20 his family announced that he had sailed for Europe for rest and recreation. About the same time a German governess named Elsie Hanson, who had been employed by his father's family, took passage for the other side. It was emphatically denied by the young man's relatives that they had gone together or that they intended to meet on the other side. It was said that she sailed for Hamburg and he for England.

His father and his two sisters received word that he was coming home on the Minnetonka, and they were at the pier to meet him when the boat got in yesterday morning. The death of the young man was telegraphed from Quarantine and Pier Superintendent Jones broke the news to the father. The party left the pier in tears.

According to Capt. Layland of the Minnetonka, young Griscom went overboard at about 3 o'clock in the afternoon. There was a brisk breeze blowing, and most of the passengers had sought shelter on the lee of the deck. Griscom, who had kept to himself since he boarded the ship at London, and who seemed to be in a morose and unhappy frame of mind, went to the

The first that was known of any one being lost from the liner was when two ship's boys ran up and told one of the officers that there was a man overboard. They said they had seen him from the weather side near the stern. At first they they thought it was a bundle of rags. Then they saw a pair of bands and arms. It looked to them as though the man had hold of the rope of the patent log which records the speed of the sterner.

Word was sent to the bridge and the ship was stopped as soon as possible. A life-boat was lowered and Third Officer Tennyeon with a crew of four put back to search for the man. They circled about for an hour without finding any trace of him and the voyage was resumed. At that and the voyage was resumed. At that time it was not known who the missing man was and his identity was not learned patil the passenger list was checked up. No one had seen young Griscom go overboard. He spent most of his time on the ship reading. One of the books which he took from the ship's library was Tolstoi's "Resurrection."

and drowned or else cut to pieces by the

"As far as I know he gave no evidence that he contemplated taking his life. Al-though he kept to himself a great deal he did not appear to me to be melancholy. He seemed like one who was naturally rerved in manner and did not easily make iends. The reason why no one was on the port side when he went over was that the wind was so strong that it was un-

Several of the passengers declared that Griscom had acted queerly from the moment he boarded the boat and that his chief receatlon seemed to be the reading of morbid ction. It was said that he was accompanprominent American banking house which has a branch in the English metropolis. His baggage, which consisted of one valise filled with new clothes, was sent to the office of the steamship com-

The dead man had been a student at Princeton University until a year ago, when he entered Cornell. He also studied at the University of Pennsylvania. He had

st the University of Pennsylvania. He had spent much of his time abroad.
PHILADELPHIA, March 21.—Young Griscom's mother is at the Montgomery Inn, Bryn Mawr, where the family is staying. She has not yet been notified of his death. She has been prepared for the shock by a telegram telling her that the boy is very ill.
Disappointment in his ambition to make Disappointment in his ambition to make success at the American colleges is said y his friends to have unbalanced the young

oy his friends to have unbalanced the young man's mind. That disappointment in love for the governess, Elsie Henson, caused his death is denied by family and friends.

In college the boy's chief handicap is said to have been a too thorough German education. He spoke German by preference, and when he did talk English it was with German accept and didner. His readwith German accent and idioms. It hors, and his habits of thought and of life had been formed in German schools.

He was born in Berlin, and not until his

parents returned here did he take up an American college course. His brother, William, went to Princeton where he re-mained. Andrew went to Cornell for a while, took a summer course at the University of Pennsylvania and after the Christmas holidays, spent a few weeks at Princeton with his brother. He failed in every place. He ran away to Europe through homesickness, to get back to the atmosphere he knew.

The parents of Andrew are known as the German Griscoms, because they spent most of their lives at their lodge in Germany. When the family came here Mr. Griscom purchased the Edward Lycett mansion on Montgomery avenue near Penn street, between Haverford and Bryn Mawr, for a price said to exceed \$50,000. The place has been remodelled and the family expected to take possession of it soon.

Commissioner Baker's Leg Amputated. Owego, N. Y., March 21 .- As a result of the accident at Port Jervis on March 6, State Railroad Commissioner Frank M. Raker has lost his left leg. In hurrying to catch a train he slipped and the car wheels went over his left foot. The toes were amputated at the time, but yesterday it was found that the wound was not doing well, and the further operation was decided on.

axative Bromo Ouisine Cures a Cold in One Day, Grip in 2 Days

LIVE TOPICS ABOUT TOWN.

Ignace Paderewski is causing the autograph hunters the same distress they experienced last winter when the singers at the Metropolitan refused to sign their names unless \$1 per signature was paid to the Actors' Fund. The planist is selling his autograph for the benefit of the Chopin monument to be erected in Warsaw. The mere name costs \$1. For the signature and a bar of music the price is doubled.

M. Paderewski has earned some money for the fund, but the demand for his distinction. tinguished autograph has undeniably di-

Friends are often requested not to send flowers to funerals, but there has never hitherto been any objection to wedding presents. This astonishing disposition manifested itself the other day, however, in the case of a couple to be married this week at a hotel in Fifth avenue. In a corner of the invitation is engraved the phrase "No presents received." Whether this was intended seriously or as a joke some of the invited could not decide till they asked the bridegroom-elect. He assured them solemnly that he wished the injunction strictly obeyed.

Beside the rear steps of a Broadway car bound downtown a few days ago trotted

car bound downtown a few days ago trotted a handsome setter. His tongue was hanging out and he seemed almost exhausted. He cast many appealing looks into the car, where his master was sitting, but showed no intention of deserting.

"It's a shame! That poor dog is nearly dead," said a woman in the car.

An automobile had been keeping up with the car for a couple of blocks, the two young men in it watching the dog. It stopped when the car did, and one of the men called to the dog: "Hi! Jump in, old follow." The dog looked at him and then at the car. Then he jumped into the automobile and lay down on the front seat, never taking his eyes off the car.

"We'll give him a ride to the Battery if his owner goes that far," said the man at the wheel.

It is not generally known that one of the It is not generally known that one of the large railroads has a superintendent of the wing gum. He has charge of the slot machines in the waiting rooms of 400 stations, and last year 1,150,000 pennies were dropped into the machines in his care. The advertising department of the railroad declares that the expression "By gum!" so prevalent in certain districts is due to this excellent showing.

Morales to have Mrs. Reader made fiscal agent of the republic when the State Department at Washington interfered. It is about the same as the Vicc-Consul's statement printed in yesterday's Sun.

"I was in President Morales's office," said Señor Joubert, "when Reader sent in his letter asking for an interview and prethis excellent showing.

Mme. Gadski, who has just passed Mme. Gadski, who has just passed through New York, has forty-one concert appearances to her credit this season and looks cheerfully forward to thirty-three more before she returns to Germany at the beginning of June. She is to sing in concert again next year. Meantime Munich will probably have the honor of hearing her first in an opera which she has been studying enthusiastically for two years. The opera is "Tristan und Isolde." During the present season she has devoted her leisure time to completing the studies she made under Felix Mottl.

"That old man wants a Harlem train and he's getting on that Fifty-eighth street one," said a young man to his companion at the Cortlandt street elevated station.

"Well. let him go," responded the other one morning while the strike was on I waited a long time for a train, and then went down to get a surface car. I met a fellow just starting up the long flight of steps, and thought I'd save him a useless climb.

climb.
"You'll have a long wait for a train."
I said as I passed him. He evidently regarded me as a striker for he glared at me and growled: 'I'll ride on any damn line I please!"

President Morales of Santo Domingo gave an audience recently to two women who have just returned to this city. As he shook hands he apologized for his ap-

pearance.
"I am sorry," he said. "but it was impossible for me to be shaved yesterday because I was so very busy. They tried to assassinate me, you know."

Two telegraph companies have observers at Sandy Hook to report incoming capt. Layland said yesterday that he doubted the story that the drowning man had gotten hold of the log line.

"If he did get hold of it," said he, "he must have been pulled under immediately and drowned or else cut to pieces but the control of the log line.

"If he did get hold of it," said he, "he must have been pulled under immediately and drowned or else cut to pieces but the control of the log line. "If he did get hold of it," said he, "he immediately and drowned or else cut to pieces but the log line. "If he did get hold of it," said he, "he immediately and drowned or else cut to pieces but the log line. "If he did get hold of it," said he, "he immediately and outgoing ships and whatever else they can pick up in the way of marine news. There is strong rivalry between the "Count." is strong on politeness and the "Count." is strong on politeness and this fact enabled his opponent to "beat" him last Saturday. It happened in this and outgoing ships and whatever else

Soon after the Cretic left her pier word was sent to the Count that Secretary Hay was ill aboard ber. The Count got out his signal flags and as the ship went by asked what Mr. Hay's condition was.

"Much better," was the answer that came back from the ship.
The Count's rival saw the signalling and immediately flashed the reply to his office while the Count fussed with more flags. He finally ran up the letters meaning "Thank

you" for the Cretic to see.

When he got around to send his information to town he was informed in burning flon to town he was intermed in New York worths that the news had been in New York five minutes. The Count was not pleased. He savs he didn't mind the other fellow grabbing his information, but he did think his rival might have waited until the "Thank you" signal was set before sending in the

Advertisers are quick to take advantage of any space where paint, paper and paste will show to advantage, but it remained for a theatrical concern to break the record

The bricks in the walls of an East Side house in which many persons had been burned to death had scarcely cooled before a huge poster, covering the entire north wall of the building, told the morbidly curious where they could find a continuous entertainment in another part of town. The fire escapes were literally covered

"Notice that clickety click-clickety click-clickety, clickety, clickety click?" asked a man riding in an elevated train. "You never heard that sound before the strike. There is a flattened wheel on the strike. There is a flattened wheel on the forward truck of this car, and every time the flat surface hits the rail that sound is produced. Of course the company can't be expected to keep its rolling stock quite up to the notch just now. But, do you know, I like the sound. It makes me think of the years when I was on the road for a wholesale dry goods house. In those days, down in the South, the rolling stock of most of the railroads was in about the same fix as some of this road's is now. I got so that I couldn't go to sleep at night same nx as some of this load a law. If got so that I couldn't go to sleep at night unless there was at least one flat wheel somewhere on the train, and even now I keep a loud ticking clock in my room so that I can find peace in slumber.

Tim Callahan was an old time racetrack follower and frequenter of horse sales. He was in Madison Square Garden when ex-Fire Commissioner Scannell bought The Abbot for \$26,500, and the price staggered Callahan so that he borrowed a dollar and wandered into the restaurant to revive

He ordered a chicken sandwich, and, when the carver cut a slice of chicken as thin as tissue paper, threw him the dollar bill, receiving 80 cents in change. Tim looked at the chicken sandwich, then at the change,

at the chicken sandwich, then at the change, and finally put 50 cents on the counter and the remaining dime in his pocket.

"Here! you've paid for your sandwich. I don't want this," said the carver,

"Well, I'll bet you," said Tim solemnly.

"Bet me! Bet me what?" inquired the carver.
"I'll bet you the 50 cents that that chicken brings as much as The Abbot," said Calla-

The spectacle of an aged and frayed yellow and white tabby cat nestling in the lap of a little girl on a Columbus avenue car amused the other passengers recently. At 10sth street the child produced a cotton bag with a puckering string, and deftly slipping pussy into it skipped off the car.

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ASK LOOMIS, SAYS MRS. READER

NOW THAT DOMINICAN OFFICIALS DENY HER STORY.

Charge d'Affaires Says Reader Sent Morales a Letter With Newspaper Clippings and What Was Said to Be a Picture of Mrs. Reader, and Was Turned Down.

Emilio C. Joubert, Chargé d'Affaires of the Dominican Government at Washington, who was in this city yesterday, made a statement which may be taken as the official Dominican version of the negotiations which A. B. Reader and his wife, Ella Rawls Reader, say they had opened with President Morales to have Mrs. Reader made fiscal

tending to be an agent of the United States. There were with the letter some newspaper clippings and what was said to be a picture of Mrs. Reader. The President did not know whether to be amused or amazed. He asked me if I had ever known of Reader in America and if I knew of the value of his references. I said that I had never heard of the man and that his references seemed

"The President then sent word to Reader that he could not grant an interview to him unless he was presented by Minister Dawson, and told him, if he had any business, to communicate either through the Dominican Legation at Washington or through the Minister of Foreign Affairs. Later Reader sent a bundle of papers to Foreign Minister Sanchez, which were returned without notice being taken of

"It is absurd to say that there were any negotiations with Reader and that these were discontinued at the instance of the son and Finance Minister Velasquez were in conference concerning the text of the protocol subsequently signed before Reader's letter was received. The whole story is so ridiculous that it hardly needs denial. Governments, it is needless to say, do not negotiate treaties for the alienation of territory with non-credentialed, self-introduced promoters. It is no compliment to President Morales to assume that he was so ignorant of international custom and so gullible as to take a person like Reader seriously. I am surprised that the intelligent press of America has been disposed to exploit so preposterous a story."

The letter which Reader presented to President Morales, it was said, stated that he was a representative of the United States and had come on to Santo Domingo to consider with President Morales certain affairs The newspaper clippings of the republic. accompanying the letter told of the achieve ments of Reader and his wife in Peru. The papers which were sent by Reader to Foreign Minister Sanchez included a blank draft of an agreement appointing Mrs. Reader fiscal agent.

Mrs. Reader when informed yesterday that Senor Joubert had made a statement contradicting the story told by her and her husband, said that it was perfectly natural that President Morales should want to cover up the facts. She wasn't surprised in the least, she said.

Mrs. Reader also talked about other phases of the situation yesterday and made known her desire to "put it up" to the State Department in Washington and particu-larly to Francis B. Locmis, to substantiate her story of the negotiations that were in progress to make her fiscal agent of the republic when President Roosevelt inter-

have," said she, "understood that the Santo Domingo negotiations were in the hands of Mr. Loomis, not Mr. Hay, and that Mr. Loomis went to Santo Domingo himself some time ago. If necessary, Mr. Loomis will be required to tell what he knows of these transactions, and his testimony of these transactions, and his testi-mony will establish the truth of all I have said. Mr. Loomis being at present away from Washington, it seems strange that this particular time should be selected to attack my connection with the negotia-

tions."

Mrs. Reader also said that she was "approached in a very peculiar manner shortly after 6 o'clock on Monday night."

"A lawyer of the highest standing of the community," said she, "offered me \$1,000,000 as a settlement. It would be worth a great many millions to certain persons to wipe out my interest in this matter."

Mrs. Reader admitted the truth of a story published yesterday of her marriage to a man named Phillips. who afterward committed suicide in Chicago. She said she married him when she was only 14 or 15 years of age and that it was so long ago

15 years of age and that it was so long ago that she had almost forgotten his name. She says that it isn't true that her husband ent her picture to Morales.

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Two of Ship's Crew Lost at Sea HALIFAX, N. S., March 21.-The steamer Sarmatian arrived this morning after a nineteen days voyage from Glasgow. The vessel was swept for days by severe storms The fourth officer, H. Glove, and the ship's carpenter were swept overboard while securing the hatches and drowned.

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**5:55 P. M. PITTSBURG SPECIAL.

**WASHINGTON AND THE SOUTH.

**5:55 **25. **9:25. **9:55. **10:55. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. **10.5*. ** p. m. week-days. ATLANTIC COAST LINE. -9:25 a. m. and \$25 p. m. daily. "New York and Florida Special." 2:10 p. m. week days. SEABOARD AIR LINE.—12,25 p. m. and 12:10 a. m. dally. "Seaboard Florida Limited." 12:25 p. m. NORFOLK & WESTERN RAILWAY .- 8:25 p. m.

daily.

CHESAPEARE & OHIO RAILWAY.—7:55 a. m. week-days, 4:55 p. m. daily.

FOR OLD FOINT COMFORT and NORFOLK.—
7:55 a. m. week-days, 8:25 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days.

Sundays, 7:55 a. m.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH. ASBURY PARK (North Asbury Park Sundays) and Point Pleasant, 8:55 a. m., 12:25, 3:25, 4:55 p. m. and 12:10 night week-days.

Sundays, 12:10, 9:25 a. m. and 4:55 p. m. 12:25, 8:25, 4:55 p. m. and 12:10 night week-days. Sundays, 12:10, 8:25 a. m. and 4:55 p. m. 46:65 p. 46:65 p.

ab Service.
W. ATTERBURY,
General Manager.
GEO. W. BOYD.
General Passenger Agent.

"America's Greatest Railroad." NEWYORK & HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE. Direct Route from New York & Boston to Kiagara Falls

North and west bound trains, except those leaving at \$30 A. M., 2:45, 3:30, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—*MIDNIGHT EXPRESS.

8:30 A. M.—*EMPIRE STATE EXPRESS.

8:30 A. M.—*EMPIRE STATE EXPRESS.

12:40 P. M.—*SUPPIRE STATE EXPRESS.

10:40 P. M.—*SUPPIRE STATE EXPRESS.

10:40 P. M.—*CHICAGO LIMITED.

20:50 P. M.—*CHICAGO LIMITED.

20:50 P. M.—*MICHIGAN CENTRAL EXPRESS.

10:40 P. M.—*MICHIGAN CENTRAL EXPRESS.

10:40 P. M.—*MICHIGAN CENTRAL EXPRESS.

10:40 P. M.—*MONTREAL EXPRESS.

10:40 P. M.—*MONTREAL EXPRESS.

10:40 P. M.—*MONTREAL EXPRESS.

10:40 P. M.—*BUFFALO, NIAGARA FALLS.

6:50 P. M.—*BUFFALO, NIAGARA FALLS.

6:50 P. M.—*BUFFALO, NIAGARA FALLS.

6:50 P. M.—*WESTERN N. Y. and CHICAGO EX.

11:30 P. M.—*CHICAGO and ST. LOUIS EXPRESS.

*Daily. 'Except Sunday. 'Except Monday.

11:30 P. M.—*CHICAGO and ST. LOUIS EXPRESS.

*Daily. 'Except Sunday. 'Except Monday.

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*Daily. 'Except Sunday. 'Except Monday.

11:30 P. M.—*CHICAGO AND ST. LOUIS EXPRESS.

*Daily. 'Except Sunday. 'Except Monday.

12:00 P. M.—*CHICAGO AND ST. LOUIS EXPRESS.

*Daily. 'Except Sunday. 'Except Monday.

*Sundays at 9:20

*A. M. 'A. M. 'A. 'A. 'A. '

WEST SHORE R. R.

(New York Central & Hudson River R. R. Lessee.)
Trains leave Franklin st. station, New York, as follows and 15 minutes later foot West. 42d st., N. R.;
*1:00 P. M.—Chicago Express.
2:23 P. M.—Con. Lim. for Detroit, Chi & St. Louis.
6:00 P. M.—For Roch., Buffalo, Clevel'd & Chicago.
18:00 P. M.—For Roch., Buffalo, Detroit & St. Louis.
*24.5 P. M.—For Syrs., Roch., Nia. Falis, Det. & Chi.
*Daily, 'Daily, except Sunday. Baggage checked from hotel or residence by Wasterial follows and 15 minutes later foot West. 42d st., N. R.:

1:00 P. M.—Chicago Express.

2:28 P. M.—Con. Lim. for Detroit, Chi & St. Louis.

8:00 P. M.—For Roch., Buffalo, Clevel'd & Chicago.

18:00 P. M.—For Ryra, Roch., Nis. Falls, Det. & Chi.

"Daily. "Daily, except Sunday. Baggage checked from hotel or residence by Westcott Express.

A. H. SMITH.

Gen'l Manager.

Gen'l Pass'r Agent.

NEW YORK, NEW HAVEN & HARTFORD R. R.

NEW YORK, NEW HAVEN SHARTFORD R. R.

Trains depart from Grand Central Station, 42d st., and 4th av., as follows, for BOSTON, via New London and Providence—14:80, 1181000, "xiii0.00, "kiii0.00, kiii0.00, "kiii0.00, kiii0.00, kiii

READING SYSTEM. NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry five minutes cariler than shown below).

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 a.m., 1:20, 4:40, 5:00 (6:45 Easton only) p.m. Sundays, 24:30 a.m., 1:20, 5:20 p.m.

WILKESHARRE AND SCRANTON—84:00, 000 the state of the state of

PILES HARRE AND SCRATTON - E400,
9:10 a. m., 5:00 p. m. Sundays, 24:30 a. m., 1 p. m.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT-24:00, 9:40 a. m., 21:30 (Set 8, 4:10. Lakewood and Lakehurst only), a5:00, 26:00 p. m. Sundays, 9:40 a. m., 13:40 p. m.
VINELAND AND BRIDGETON-2:14:00 a. m., 18:40 p. m. VINELAND AND BRIDGETON—2/4:00 a m., 8:40 p. m.
S:40 p. m.
ENG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:20, 11:20 a. m., x1:20, 4:45, 5:30, 6:30, 11:50 p. m. Sunday, except Ocean Grove, 9:00 a. m., x2:00, 8:30 p. m.
ATLANTIC HLDS. SEABRIGHT, MONMOUTE BCH., EAST LONG BRANCH—4:00, 5:50, 8:30, 11:30 a. m., 1:30, 4:20 (5:20 Atlantic Hids only) 6:30 p. m. Sundays, 9:00 a. m., 4:00 p. m.
PHILADELPHIA (READING TERMINAL)—4:25, 7:00, 18:30, 9:90, 11:00, 11:100 a. m., 11:20, 11:30 a. m., 12:10 mdt.
24TH AND CHESTNUT STREETS—44:25, 18:00, 10:000, 11:200 a. m., 2:00, 12:50, 19:25 p. m., 12:15 mdt. p. m., 12:15 mdt. BALTIMORE AND WASHINGTON-8:00, *10:00, *12:00, *2:00, *4:00, *6:00, *7:00, *12:16, PREADING HARRISBURG, POTTSVILLE AND WILLIAMSPORT—4:00, 24:25, 18:00, 13:10

BALTIMORE & OHIO RAILROAD.

"ROYAL BLUE LINE TRAINS"
TO BALTIMORE and WASHINGTON
Leave South Ferry 6 minutes earlier.

Leave South Ferry 5 minutes earlier.

Lv. Liberty street, 5 a. m. Escept Sun. Buffet.

10:00 a.m. Dally. Buffet.

12:00 noon Dally. Buffet.

200 p.m. Dally. Buffet.

6:00 p.m. Dally. Diner.

6:00 p.m. Dally. Diner.

7:00 p.m. Dally. Diner.

12:15 night Dally. Sieners. Through The National St. 1981 RAILROADS.

LEHIGH VALLEY. Manch chunk Local ... 14.40 AE 150 AE Buffalo Express ... 14.40 AE 15.50 AE Buffalo Express ... 17.40 AE 15.50 AE Buffalo Express ... 10.25 AE 10.50 AE Mauch Chunk and Hazieton Local ... 15.55 FM 14.10 FM Wilkes Barre Express ... 13.55 FM 14.10 FM Wilkes Barre Express ... 15.10 FM 15.20 FM Chicago & Toronto Vestibule Exp. 15.10 FM 15.20 FM THE SUFFALO TRAIN ... 17.55 FM 16.20 FM THE SUFFALO TRAIN ... 17.55 FM 16.20 FM THE SUFFALO TRAIN ... 17.55 FM 16.20 FM THE SUFFALO TRAIN ... 15.55 FM 16.20 FM THE SUFFALO TRAIN ... 15.55 FM 16.20 FM THE SUFFALO TRAIN ... 17.55 FM 16.20 FM THE SUFFALO TRAIN ... 15.50 FM 16.20 FM THE SUFFALO TRAIN ... 15.50 FM 16.20 FM 16.20

Lackawanna Railroad Leaves New York, foot Barelay and Christopher 848.

18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—Buffalo, Chicago and St. Louis.

14:00 P. M.—For Buffalo and Chicago.

14:00 P. M.—For Scranton and Plymouth.

18:10 P. M.—For Buffalo and Chicago.

18:15 P. M.—For Buffalo and Chicago.

20 A. M.—For Buffalo. Syracuse. Utica.

20 A. M.—For Chicago—Sleepers open at 9 P. M.

Tickets. 149. 429. 1183, 1348 Horadway, N. Y.; 339

Pulton st., Brooklyn. *Daily. †Except Sunday.

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To the NORTH CAPE and SPITZBERGEN To SCOTLAND, the ORKNEY and SHETLAND ISLES, ICELAND Around the British Isles by the Twin Screw Steamers "PRIN-EESSIN VICTORIA LUISE," "MOLTEE," "HAMBURG," and "METEOR."

Hamburg-American.

S. S. Deutschland. Sails April 27, May 25, Jone 22.

atricia Mar 23, 9 A M ***Jolike... Apl. 20, 19 A M
retoria... Apl. 1, 3 P M **Slivia... Apl. 20, 19 A M
aldersec... Apl. 5, 7 AM *| Deutschland Apl. 27, noon
Bluecher Apl. 12, 10 AM *| Pennsyl a... Apr. 29, 2 P M
rill room. "Gymnasium on board *| Via Dover
for London & Paris to Hamburg. *| Direct.

To AZORES, MADEIRA, Canary Islands, Spain,
Algeria, Sicily and Italy.
FROM N. Y., APRIL 4. '05.
DURATION 24 DAYS—Cost 890 and Up.
BY THE PALATIAL S. S.
PRINZESSIN VICTORIA LUISE.
Steamer continues from GENOA to DOVER &
HAMBURG via many interesting points. Through
rates quoted on application.

PLYMOUTH—CHERBOURG—BREMEN.
Kalser. April 4, 10 A M Kalser. May 9, 10 A M
K. Wm. II. April 18, 8 A M K. Wm. II. May 16, 1 P M
Kronprinz. May 2, 5 A M Kronprinz May 80, 1 P M
OELRICHS & CO., 5 Breadway, N. Y.

MINNEAPOLIS. Apr. 15, 2 P. M.

RED STAR LIRE.

NEW YORK-ANTWERP-LONDON-PARIS.

Calling at Dover for London and Paris.

Sailing Saturdays at 10:30 A. M., Pier 14, N. R.

Vaderland. Mar. 25, Zecland. Apr. 8

Kroonland. Apr. 1 Finland. Apr. 15

CUNARD LINE.

GIBRALTAR-NAPLES-ADRIATIC

Fares, including pendent Railroad and Steamship Tickets everywhere. 125 FOREIGN OFFICES.

CANADIAN PACIFIC RAILWAY.

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Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. Walker, Vice-President and Trame Manager,

HOLLAND-AMERICA LINE NEW YORK-ROTTERDAM, via BOLOGNE,
Salling Wednesday at 10 A. M.
Noordam Mar. 22/Rotterdam Apr.
Statendam Mar. 22/Pottsdam Apr.
Ryndam Apr. 5/Noordam Apr.

FUROPE So Clarking New Past S.S."CALEDONIA,"(9,400 tons.) Specially Chartered July Mt. 5445 Up. New Fast S.S. "CALEDONIA," (9,400 tons.) Specially Chartered July set. Saktup. Exceptional advantages. Attractive side trips. Frank C. Clark, 128 Broadway. New York.

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WATCHES AND JEWELRY. WEEKLY payments: fine diamonds, watches lewest prices; business confidential. WATOR SUPPLY CO., 3 Maiden Lane.

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PLYMOUTH—CHERBOURG—SOUTHAMPTON Sailing Saturdays, 9:30 A. M., Pier 15, N. R. St. Louis. Mar. 25 | St. Paul ... Apr. Philadelphia ... Apr. 1 | New York ... Apr.

NEW YORK AND BOSTON DIRECT

To Liverpool via Queenstown.
From Piers 51-32 North River.
ucania...Mar. 25, 9 A. M. Caronia...Apr. 15, 1 P. M.
Iruria...Apr. 1, 1 P. M. Lucania...Apr. 22, 8 A. M.
umpania...Apr. 8, 8 A. M. Etruria....Apr. 29, noon
ldoon rates from New York, \$50, 50 econd cabin. \$42,50
dd up, according to steamer and accommodation.

GIBRALTAR-NAPLES-ADRIATIC.

New Modern Twin Screw Steamers.
Saloon rates. \$65 upward.

SLAVONIA. Mar. 28. noon. May 28. July 14
PANNONIA. April 11. 10 A. M. June 6
CARPATHIA. April 18. 2 P. M.
"ULTONIA. May 9, 3 P. M. June 27, Aug. 18
"Carries second and third class only.
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April to August, by all Routes. Separate parties;
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NEW HAVEN LINE, for New Haven, Hartford, Springheid and the North. Leave Pier 20, E. R., Poot Peck Silp, week-days only, at 4:00 P. M. Steamer RICHARD PECK.

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